

## CENTRAL INTELLIGENCE AGENCY

## INFORMATION REPORT

FLD 1138

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SECURITY INFORMATION

COUNTRY	Rumania	REPORT	<input type="text"/>	25X1
SUBJECT	Personnel and Equipment of Sfanta Ana Airfield, Rumania	DATE DISTR.	3 September 1953	
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DATE OF INFO.	<input type="text"/>	REQUIREMENT NO.	RD	
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THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.  
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(FOR KEY SEE REVERSE)

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1. On 1 May 1952 the Rumanian Sfanta Ana airfield, which had been under construction for a year, was ceremoniously turned over to the Rumanian Air Force. This airfield is reportedly the most modern in Rumania and is located southwest of the village of Sfanta Ana (46°20' N 39°12' E), south of the railroad line Arad-Oradea Mare and 22 kilometers northeast of Arad. The airfield, which is built on a drained meadow, is 2,500 x 1,700 meters in size. It is T-shaped with a concrete runway approximately 90 meters wide running the length of the field from the northwest to the southeast and a 70 meter strip forming a T at the southeast end. The prevailing wind direction is northwest-southeast.
2. On the northeastern side of the field are four 80 x 30 meter hangars constructed of steel frames covered with aluminum and reinforced glass. Each hangar has three sliding doors which permit the front to be completely opened. Behind each hangar is a two-story annex with offices and storage space for the units attached to the airfield. These hangars are used for the repair and assembly of aircraft.
3. The aircraft in use are kept in revetments on the southwest, northwest and northeast sides of the field. The revetments, which are protected from the side by an embankment, are about 25 meters wide and 20 meters deep, and hold two pursuit planes or one bomber or pursuit bomber.
4. In line with the assembly hangars is the airfield command, a two-story building with three glass towers. One of the towers is the control room for blind flying and another is the inspection officer's post. The airfield guard is quartered on the ground floor of this building.

25 YEAR RE-REVIEW

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5. The airfield barracks are located on the southern side of the street bordering the field on the southeast and consist of the following:
  - a) Twelve one story buildings about 12 x 25 meters. 3
  - b) Thirteen two story barracks about 40 x 15 meters.
  - c) Twelve single garages, 12 x 40 meters, with doors on both sides.
  - d) Twelve smaller storage buildings.
  - e) Three officers' apartments, three floors high.
6. The meteorological station is west of the airstrip in a 12 x 12 meter single floor concrete blockhouse. The antenna tower of the airfield radio station is also outside the field, about 800 meters from the northwest corner and beyond the railroad. Underground cables connect this station to the Command building and to the control tower. The airfield has its own radar station, type "RSG".
7. Between each pair of assembly hangars is a fuel tank connected with a 20 ton benzine storage tank. The fuel tanks are protected from air attack by a 2.8 meter layer of earth covered with a 1.5 meter thick concrete plate. Underground pipes connect the fuel tanks with the central fuel tank, located behind the barracks. Here, sunk in the earth, are six cylindrical concrete tanks; each has a capacity of 5,000 liters and is protected by an earth mound about eight meters high. Each tank has a concrete door which equals, in height, the surface of the earthwork. In addition, there is a compression pump which empties the tank-cars with a force  $2\frac{1}{2}$  times atmospheric pressure.
8. Between the two main gas storage tanks runs the airfield's special industrial railroad line, a spur from the Sfanta Ana railroad station. Beyond the barracks complex this spur splits into two sidings.
9. Next to the meteorological station, and under the same guard, is the munitions depot which stores mainly machines, ordnance ammunition, small caliber bombs, 40-50 and 100 kilogram bombs and rockets. This concrete storehouse, which has a capacity of 15 carloads, is sunk in the ground and covered with earth.
10. The division command of the Rumanian air pursuit division and its attached units is stationed at this field. The division includes a technical air battalion comprising also ground crews, and a Soviet training and control staff. Commander of the Division is Colonel Alexandru Voda; his staff officer is Captain Peter Negru, and Training Commander is Major David Filipeski.
11. The following units of the division are stationed on the airfield:
  - a) A courier company comprised at present of 75 men commanded by a Senior Lieutenant and equipped with three Sokol-type aircraft, three Arado "96B" type aircraft and one courier plane of the "Fieseler-Storch" type.
  - b) A transport company comprised of approximately 120 men under the command of Captain Tomas Bajcsi and equipped with one transport plane, type "LI II", and three "TB 17" type aircraft.
  - c) One motorized signal battalion consisting of about 220 men, who comprise one radio and two radar companies. These are not identical.
  - d) One antiaircraft ordnance division of 400 men under the command of Major Emil Grozerescu. It includes a motor platoon of three batteries, each with four 8 x 5 cm antiaircraft guns. This division has a new 122 mm gun which is made in the Soviet Union [redacted] and equipped with an automatic radar aiming device with an effective fire power of 15,000 meters. The accuracy of this device surpasses by 80 percent that of the 8.5 cm antiaircraft guns. Prior to July 1953 this division was engaged in target practice on the range at Lapusel, where a battery of the 122 mm radar-directed guns was already in use.

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- e) One heavy antiaircraft machine gun company of about 90 men equipped with nine 12.7 mm double-barreled antiaircraft heavy machine guns.
- f) Six independent pursuit companies of 149 men each and comprising three platoons per company. Each company is equipped with 20 MIG-15 type aircraft, including six planes for each platoon and two reserve ships. These independent pursuit companies reportedly do not belong to the regimented command but to the division directly. Each company has [redacted] an assembly platoon and a radio squad. The pursuit ships are single-seat planes with the national insignia on the fuselage behind the wings and on the underside of the wings. The national insignia is a circle 1.2 meters in diameter and a grey field with the Rumanian national colors and a five-pointed Soviet star. [redacted]

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- 12. Two series of MIG-15 planes are stationed at the field. Though outwardly not distinguishable, the newer series, which arrived in 1952, has a speed of 1,180 kilometers per hour while the older series has a speed of 1,080 kilometers per hour. The older planes have four 22 mm caliber machine guns built into the wings; in the new series the guns near the fuselage are 37 mm caliber and only the outer guns are 22 mm caliber. Both types of machines are provided with radar equipment and new release equipment as well as with rocket release apparatus. The landing speed of the new type has been reduced to 170 kilometers per hour. Both machines, with a maximum load of fuel, ammunition and twelve rockets, weigh 6,180 kilograms. The planes are 11.2 meters long, 3.45 meters in height, and have a wing spread of 10.16 meters. There are three rocket types; those for air targets, those for armored ground targets and those for unarmored ground targets. The most advantageous flying altitude is 6,000 meters, and the maximum altitude which can be attained in 13 minutes, is 15,000 meters. The engine does not require warming up before take-off.
- 13. A motorized training division, which at present is only a cadre company of 60 men, belongs to the division and is temporarily stationed at Sfanta Ana.
- 14. A technical air battalion, which does not belong to the division but is stationed at the field, consists of four companies; a guard company, assembly company, transport company and a communications company. The battalion has a strength of about 300 men who are under the command of Major Anton Toncea. Toncea also serves as commander of the airfield. The communications company provides the permanent radar station with personnel as well as the radio station and meteorological station. This battalion is under the authority of the Technical Air Division which is reportedly stationed at the north airfield in Ploesti.
- 15. In addition to the troops there is a Soviet instruction and advisory staff of 25 officers and 25 non-commissioned officers stationed at this field.<sup>2</sup>

- 1. [redacted] Comment. It is believed that the division comprises 12 such independent pursuit companies. Planes of the MIG-15 type with Rumanian insignia were seen in the vicinity of the LugoJ airfield.
- 2. [redacted] Comment. Allegedly very few Rumanian officers received jet training in the Soviet Union.

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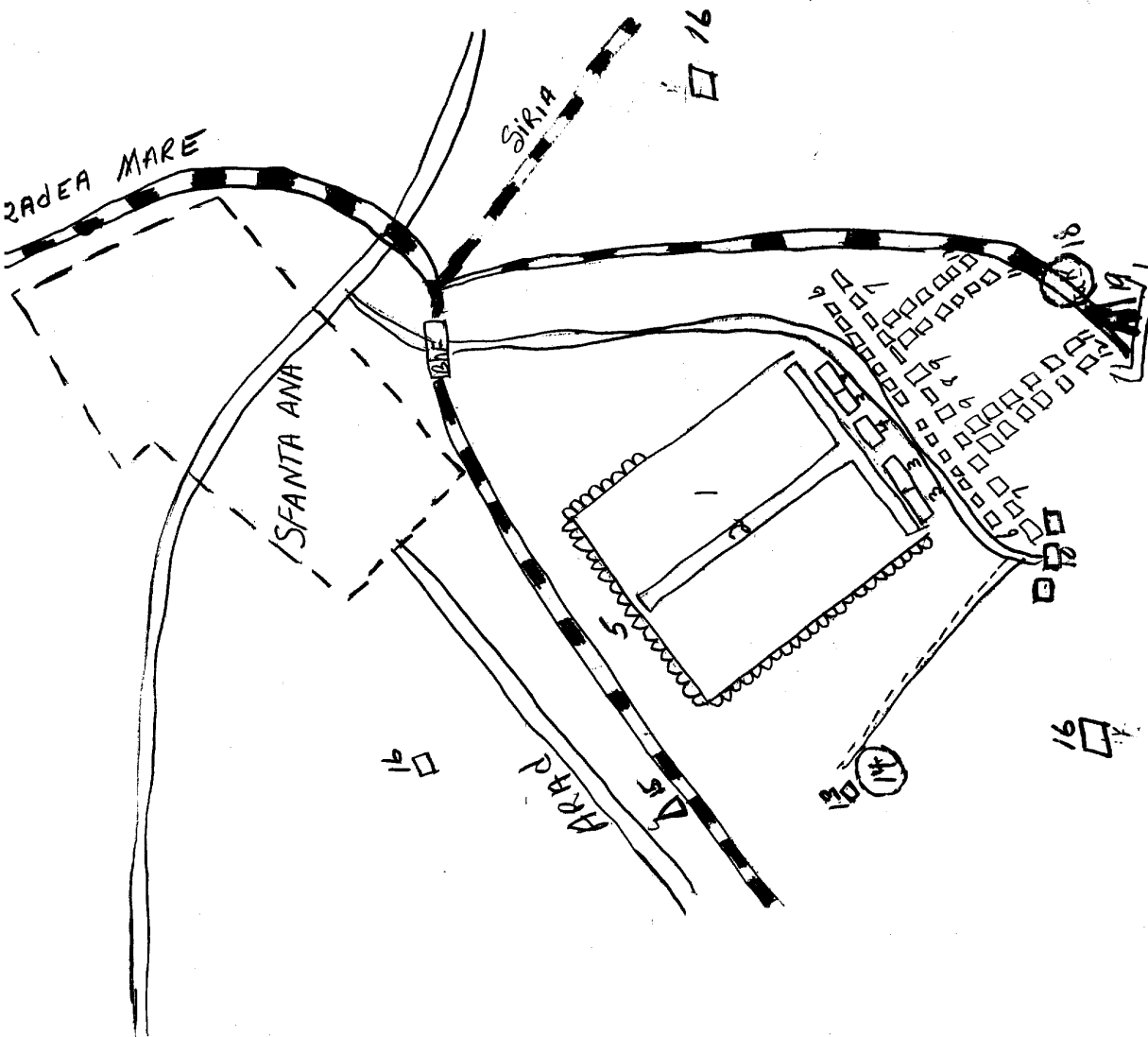
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|------------------------------|---|-----------------------------------|
| 1. Airstrip                  | 7. 10 Barracks                          | 13. Meteorology Building          |
| 2. Cement runway             | 8. Division Command Building            | 14. Munitions Depot and Bomb Dump |
| 3. Four Hangars              | 9. Two Buildings for Soviet Instructors | 15. Radio Tower                   |
| 4. Airfield Command Building | 10. Officers' Quarters                  | 16. Three Radar Screens           |
| 5. 150 Revetments            | 11. 12 Garages                          | 17. Fuel Tanks                    |
| 6. 12 Barracks               | 12. 12 Storage Buildings                | 18. Central Fuel Tanks            |
|                              |   | 19. Ramp                          |

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